

**SECRET****FILE**

29 December 1958

**ED-188B**

## MEMORANDUM FOR THE RECORD

SUBJECT: Aerial Dispatch Conveyor (ED-188A) Trial Run.

1. On 18 December 1958, a trial run of the prototype Aerial Dispatch Conveyor was conducted at the contractor's site. Attending from this agency were: [REDACTED] the undersigned.

25X1

2. With the exception of the following minor discrepancies the conveyor system was fabricated in accordance with the specifications set forth in the contractor's proposal of 19 June 1958 and the meeting held between the contractor, PP/AMD, and TSS/ED on 16 July 1958.

25X1

- a) Locking arrangement on 10 ft. roller sections shall be pin and gudgeon type.
- b) Side rails of 10 ft. roller section shall be aluminum in lieu of steel.
- c) Outboard skew rollers to be modified to prevent bundle jamming at exit.
- d) Caster type rollers in transition section shall be changed to solid or skate rollers to aid in tracking.
- e) An apron extension below the buttress rails will be required for small bundles.
- f) Lead in flaring shall be incorporated at the transition entrance section.

3. The above noted discrepancies constitute minor fabrication changes. However, it was determined that the proposed bundle dimensions supplied the contractor represented inside box measurements and not overall outside dimensions. This is quite unfortunate since the transition section was designed to accommodate an overall width of 17 inches where as the actual dimension should be approximately 21 inches. In order to obtain a workable unit the transition section must be redesigned. In addition, it is recommended that when redesigning the transition section the exit angle should be changed from 90° to 45° to facilitate the tracking ability of the system and insure rapid delivery of all bundles.

4. The braking action incorporated in the conveyor system to stop the dispatching operation functions quite satisfactorily. However, the brake shoe spacing for this requirement was based upon the use of 44 inch pallets beneath each bundle. It was brought to the undersigned's attention, and the contractor's, that a 17 inch pallet is now proposed. No mention of this change was ever received by TSS/ED.

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5. On 24 December the undersigned had a meeting with [ ] 25X1  
[ ] in the absence of [ ] The undersigned was 25X1  
informed that FE now has accepted the operational responsibility for the  
interim of supplying crews, aircraft, and equipment for aerial delivery  
of [ ] stock pile on a world wide basis. Further discussion with 25X1  
[ ] disclosed that the bundle dispatch velocity of 30 MPH was 25X1  
much too high; a value of 15 MPH is more realistic. This data effects  
the buttress wall design and a slower velocity would allow for a lighter  
construction.

6. In view of the comments received from [ ] 25X1  
[ ] the undersigned recommends that a meeting be held to determine 25X1  
the course of action to be taken and to clarify certain points which are  
now in question.

cc: [ ] - PP/AMD  
[ ] - FE/Air Staff

:mc

**ALL FUNDS HAVE BEEN EXPENDED  
FURTHER DEVELOPMENT WILL REQUIRE  
ADDITIONAL FUNDS**



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